The Sea People

- Jim's Column
- Cat Corner ~ Jupiter Inlet, Florida
- Eclipse 1999 Summer Meet
- Narai MKIV ~ Raka
- Pahi 42 ~ Tirla
- Tiki 30 ~ Arin
- Tiki 26 ~ Bicap

.....and Much More!

No 39

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The Sea People

Magazine of the Polynesian Catamaran Association

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Front Cover Photo:
The raft up (sitting waiting for the eclipse) on West Mud, Cornwall, 11 August 1999,.

Scott Brown Multihulls

World-wide Wharram Catamaran Brokerage

As you can see there's quite a selection of "James Wharram Designed Catamarans" for sale at the moment, although I receive plenty of enquiries for nice wooden Tiki 26's and larger Classics, where are they? There's always a steady turnaround of Steve Turner (Imagine Multihulls) built GRP Tiki 26's, often with trailers.
I some great Tiki 21's available—why not buy now & have yours just how you want it at the start of next season!

Boats currently for sale

Model	Number	Asking price
Tiki 21	7	£3k—5.3k
Hinemoa	2	£2.5k
Tang. 1 hulls	1	£2.6k
Tane	3	£2.6 - 9.95k!
Pahi 26	2	£4.25—5k
Tiki 26	5	£9.25—11.5k
Tangaroa 4	2	$15k & £19.5k
Narai 4	1	$45k
Pahi 42	4	£18—38.5k

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Up-to-date list with prices, photos, inventories etc on:

www.multihulls.uk.com

or posted "snail-mail"

JIM'S COLUMN

I am an honorary member of the PCA. I have no authority and no connection on policy. That is as it should be. The PCA is an autonomous self-ruling body of Wharram builders and sailors. It has no connection with the commercial side of 'James Wharram Designs'. On the personal, friendly side, my situation with the PCA is a different matter. At the last AGM during the Southampton Boat Show, held at the Dolphin Hotel, I was asked to give a short slide show of our voyage this year from Scotland to Iceland via the Faroes aboard PCA member Peter Richardson's PAHI 42 'TOROA'.

During the lecture, my eyes went over the audience, a sizeable proportion of them had also made this year offshore voyages.

A dream of mine, as it is now the fashion, would be to sail several PAHI 63s (or 52s) around the world, picking up crew/passengers on various legs.

Looking at the audience, I was pleased to see that within the room were sufficient people with the quality and experience to skipper vessels of such a dream fleet across the oceans, and that in the PCA, as a sailor, I am one amongst equals.

One of the subjects at the AGM was to retitle those brave, unfortunate members, who run the organisation, from Chairman to 'Commodore'. Personally, I would sooner be called a Chairman than a Commodore, but there is a point behind this name change. The PCA with its 700, and rising, membership is now an organisation that has some influence in the wider world of sailing clubs. So, it was felt that the designation Commodore would give him/her more gravitas in certain places.

I had only arrived back in our Devoran base the week before the Southampton Boat Show, having spent the summer (apart from the month's sail to Iceland) aboard our PAHI 63 the 'SPIRIT OF GAIA' in Corfu and the Greek waters around. As I said in my lecture, the world of 'actual sailing' is totally absorbing. Mentally, I was not prepared to drop back into the problems of the office.

Apart from the fact, that the sun has gone, the leaves are failing off the trees, the sky is grey, our immediate problem has been the

Chris Dunn's "Big Cat" referred to by James. A great example of the Pahi 63 (note modified "ends")

success of the Wharram self build Polynesian Catamarans. It's as if worldwide knowledge and appreciation of them has reached a 'Critical Mass'. As a result, they are increasingly being sought for by people who want a 'Wharram' NOW!! (I note, that they do not call them, as we do, a Polynesian Catamaran)

If you want a superbly built Wharram 'Now', we can advise you on builders.

Wharram Cats are not cheap!! They never have been 'cheap'. What you save in self building over professionally built boats is labour cost, profit of the yard, advertising costs and in many cases Boat Show costs. If you put personal love and care in the job as many builders do, you can get a finish equal to that of the best professional boat builders.

The danger to the good name of 'Polynesian Catamarans', built up over the years by hard work of so many of us, is 'Internet'.

The Internet problem is the unauthorised use of my name by unknown people to suggest that they can professionally build Wharrams at a very low price.

Any would-be professional builder has to come up to the standards of our best 'Self Builders'. It is the self builders and the sailors of the PCA and other national Wharram sailing groups that has aroused the 'critical mass' interest leading to: "I want a Wharram now!" in the first place.

It is my pride in being part of the PCA and the world wide association of Wharram builders that is leading me to examine very closely and aggressively those strangers who claim to be able to build a Wharram cheaply.

Under the theory 'if you cannot beat them, join them', we now have our Internet Column (http://www.wharram.com) which I am now having to use like another 'Jim's Column'.

So, now, that the general sailing world has accepted our individuality, our ability to build our own boats and successfully sail the seas, perhaps it is time to have a Commodore. We have arrived, but we must be careful. When you reach the top, there is only one way to go - downhill.

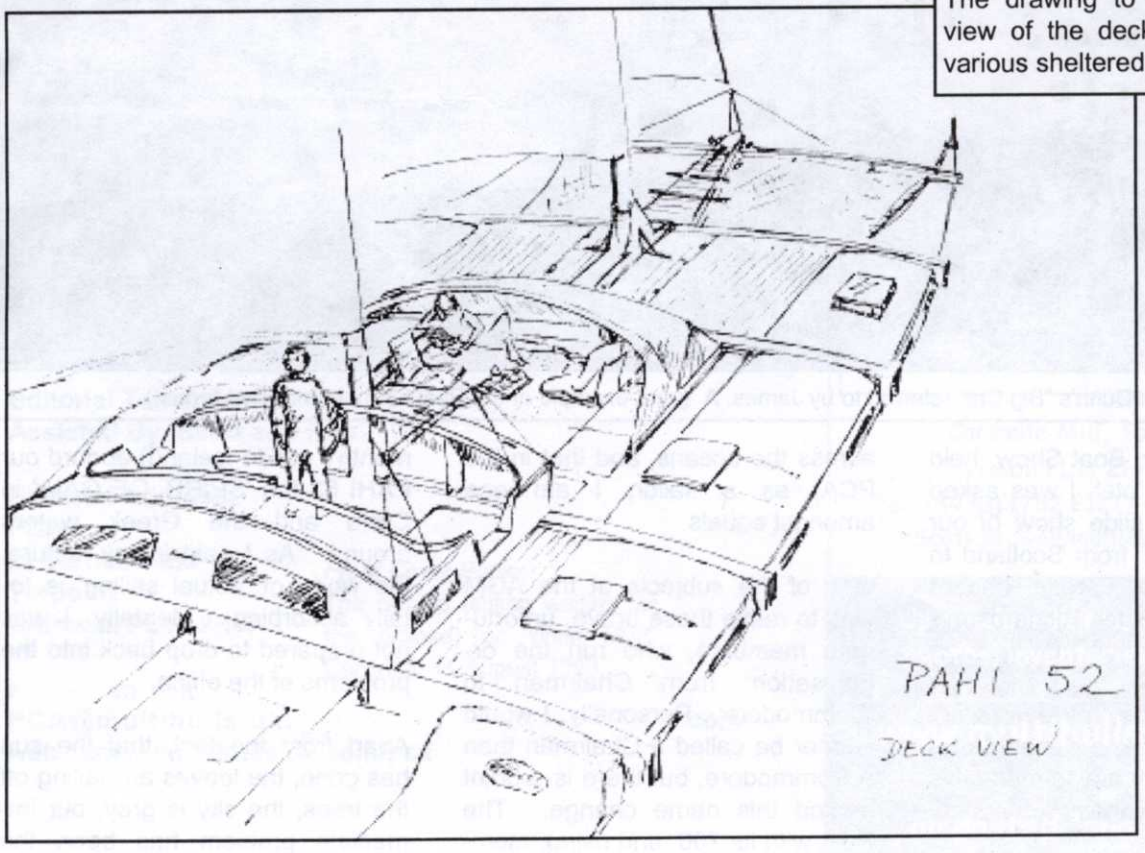
(Commodore's view: James you are right with the "top of the hill" analogy, but like trying to predict the top of a share in the stock markets, you can be wrong with the prediction of the location of the top. I feel that we still have a long way to go before we see the top. Many things in our situation can change to help us.

One thing we must always recognise is that we live in a world of change, but not all change is to our benefit! We must be on our guard to protect our freedoms as builders, sailors, travellers and explorers.)

PAHI 52

Seapeople 38 gave an overview of this latest design from the drawing boards of James and Ruth.

The drawing to the left gives a view of the deck layout and the various sheltered sailing options.



Solent Area P.C.A. Rally '99

July 23rd to 25th

Dave Weinstock

This years rally was attended by John Thornhill, Robert Sheridan, Kate Sheridan, Pat Fysh, Dave Weinstock and Chris Fysh for the duration of the rally.

In addition we were joined by Dave Peek on Friday night, Dave and Pam Garmen on Saturday, and Mike Duckett on Sunday.

John trailed his Tiki 21, 'Felix', down from Coventry and we assembled it on Friday afternoon. Robert and Kate sailed their Hinamoa over from Portsmouth Harbour and Pat, Chris and I provided our Heavenly Twins, Elara, as a base boat. I would like to point out that there was a 100% improvement on the number of Wharram designed boats attending over the previous year!

John Thornhills' Tiki 21 "Felix"

Rob & Kate's Hinemoa

The rally started on the Friday night when we all met at Hannibals Restaurant for a meal and a chat. Then on Saturday we sailed from Langstone Sailing Club to East Head where we anchored Elara, and different crews sailed the two Wharram designs around. Felix developed a mast step problem after the shroud lashings came off. We all applied our best brains to the problem and made a temporary repair, but the mast head block for the main halyards was also broken and sailing was restricted to the Hinamoa for the rest of the day. That evening we went ashore at East Head for a Barbecue.

On Sunday morning I went to the top of Felix's mast in the boson's chair to replace the broken mast block. We all had breakfast aboard Elara. We sailed from East Head to Priory Bay on the Isle of White. There was just enough sea breeze to give us a good sail across the Solent.

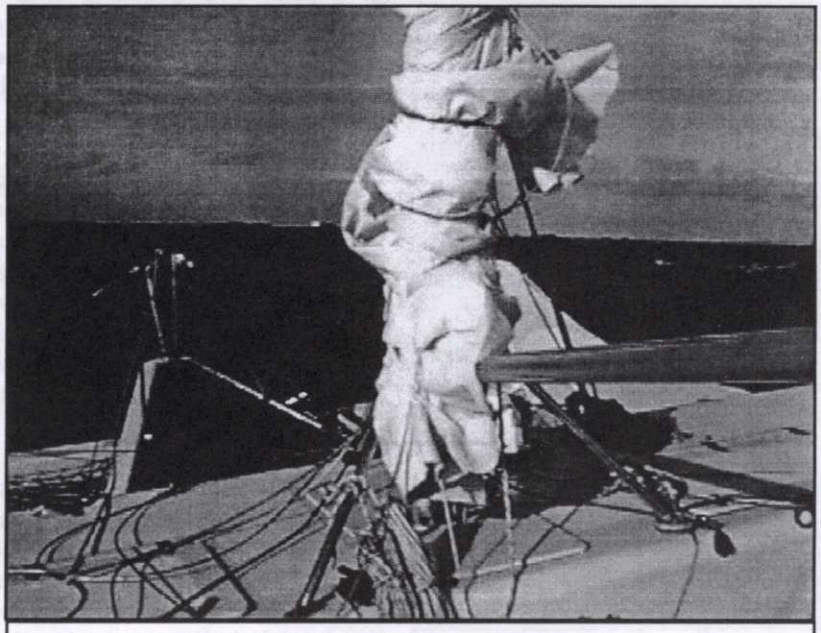
John was delighted with the sail set that he was now getting and was going very fast. We did have a minor mishap on Elara when we lost the dinghy that we were towing. I got in to the dinghy to attach a new painter and the wash from a container ship set me adrift. Elara looked pretty ugly when she came straight at me at speed. After a late lunch, Robert and Kate sailed to Portsmouth from Priory Bay. The rest of us sailed for the Chichester Harbour entrance but ended up motoring back as the sea breeze died. We returned to Langstone Sailing Club and put the boats on the moorings over night.

The following day I helped John put the boat on the trailer ready for him to tow home. We had all learned a lot from sailing the boats and sharing our knowledge. We enjoyed the hot, sunny weather and the good company; and are now looking forward to meeting every one in Plymouth.

PAHI 45 ~ TIRLA

Sometimes a journey does not start as expected. This e-mail was received in the office, and with the photographs, explains the events. John Whalley explains.

Regret to say we were dismasted 25 miles SE of Falmouth at 16.30 10th September. All well and due to excellent teamwork minimal damage apart from the main mast, and genoa unit.



On the way back to Millbrook

We left at approx. 11.30 yesterday and were nearly 30 miles down range. Seas were building and we had reefed main and jib, no mizzen up. Speed 5 to 8knts. I was helming.

Graham and I were discussing turning for Falmouth as the wind had increased and the seas were getting larger and had a cross swell.

The main mast buckled about 7m up. This folded over the main sail pocket and started crashing around, aggravated by the jib, now stuck across the deck on the reefing foil catching the 20 to 25kn wind. The immediate problems were the possibility of the top section of the mast crashing out of the sail pocket down 4m onto/through the boat, also furling gear and rigging was partly overboard and could be damaging the hull.

We slashed the jib to depower it, climbed onto the boom and cut a hole into the main in an effort to lash the partly toppled mast to the remaining stump which was held up amazingly by the three solid 2m long stainless steel lower mast struts. Notwithstanding the fill of sail as the main, from boom end to mast, had formed a triangle of sail which was keeping us head to sea. We then had a pause to think and decided on the next action.

By partly climbing onto the boom we used the very large bolt cutters to clear the foil and jib kit from the mast top, which was facing down with its end some 3m up the remaining stump. This worked well, if we had not had the £60 bolt cutters we would have been in serious trouble. The forestay pin was kicked out and all the jib and fore gear went to Davy Jones... We then cut the mainsail clew ropes to take the strain of the remaining sail off the stump. That down we had another 2min time out to think.

Back at Millbrook

We then cleared all wires and ropes from under and around the boat.

We advised Brixham coastguard of our situation and intention to motor down wind back to Plymouth as we knew we had an all weather entrance and wind and tide with us. They advised the Falmouth lifeboat was dealing with another dismasted yacht, which had just happened 10mins before, further inshore.
The sea continued to build.

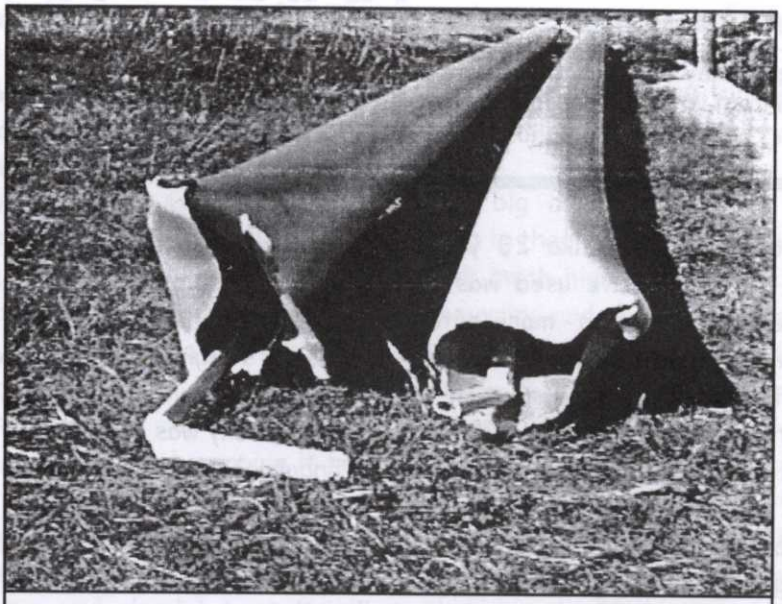
Graham suggested we steamed in circle to wrap up the still dangerous topmast with the remaining sail. It worked like a dream. We kept Brixham coastguard informed and anchored at 22.00hrs at Southdown.

At the time of the incident the boat had stumbled into some larger seas, we were doing 5 to 8 kn 50 degrees to the apparent wind and felt well in the safe zone. All equipment worked well especially the GOTO waypoint GPS radar link. Fae plotted our position at the chart table. The voice link to helm from chartroom aided the process.

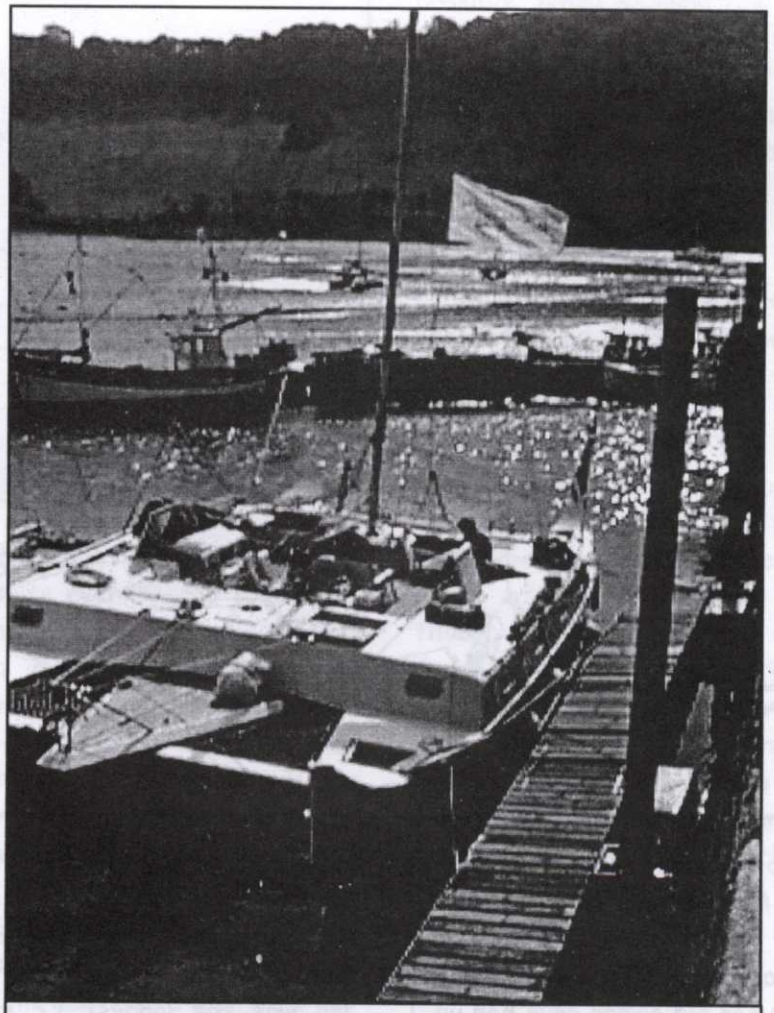
Tirla will have to come out and winter at Millbrook. We must find out what failed and why.
We are in good spirits having done good damage control and no personal injuries apart from feeling beaten up all over!

Sent from the sailing vessel TIRLA

Update: The work was done to get Tirla back in commission and she sailed South. Last contact was from the Balearic Islands.....



The buckled fore mast.



Tirla under repair. The fore mast removed, ready for the replacing.

RAKA ~ RAKA

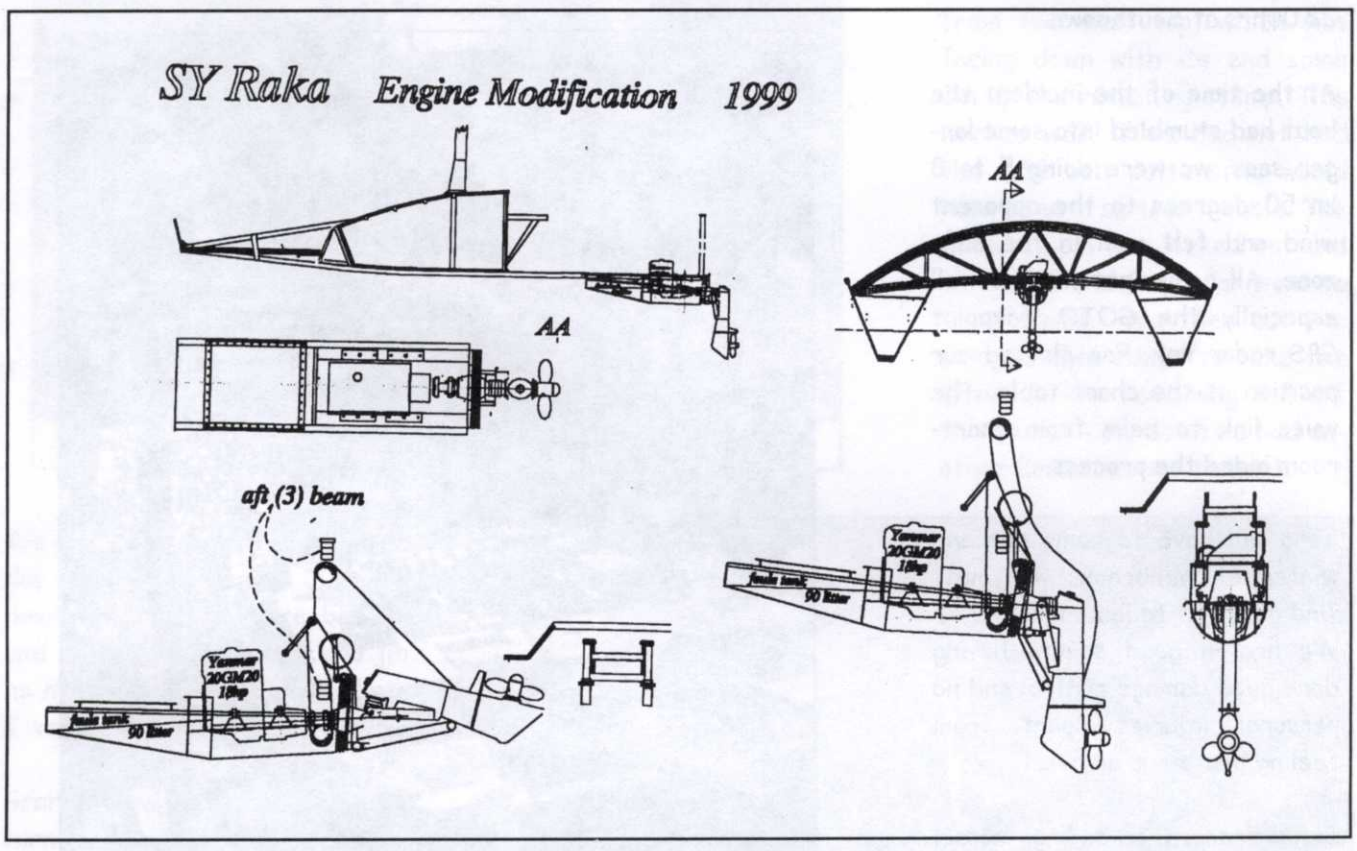
Yoav Ktalav sent this article by e-mail from Israel. He describes the fitting of a diesel engine to a Raka.

When I bought Raka 20 years ago the engine we used was an American -Tacomza- more often seen on lawn mowers. In the book it was very good solution, it was 4-stroke long leg 7.5 Hp with alternator. Only problem ws the sea ws not good for this engine. Surprisingly enough the biggest problem was electrolysis of the fuel container of the carburettor.

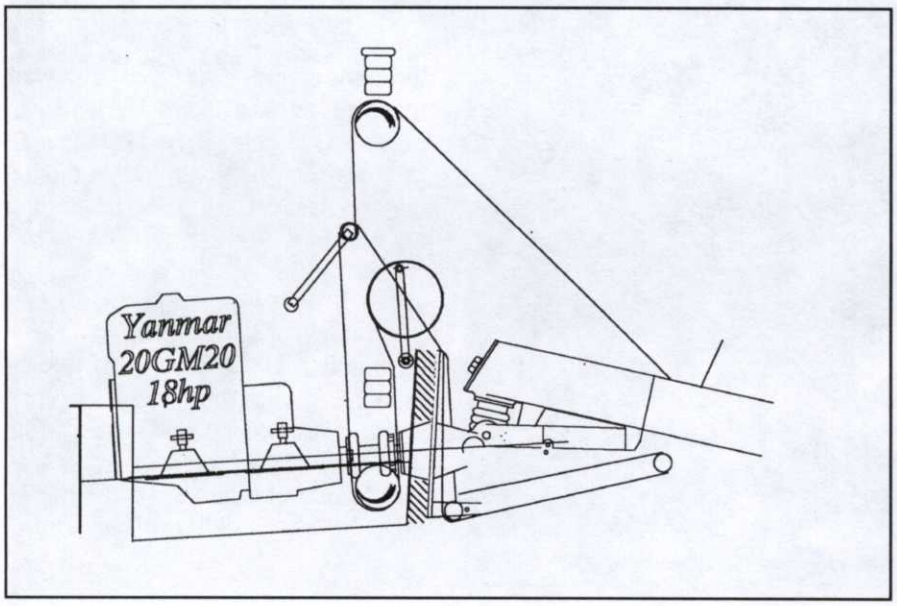
Two engines later when our 15 Hp Mariner was all corroded after only 5 years of use I came across an old Tangaroa that her 80 year old owner gave her up. I bought her 18 Hp Yanmar + Sillette cat drive. The amazing thing about this engine was that it was 47 cm wide and fit into my old well of 50 cm. I was looking for this Yanmar for 15 years it appear to me as the only diesel acceptable because his high power to weight ratio. I never thought about the Sillette because it's high price but I got it as a bargain and thought myself lucky (Lucky was the name of the Tangaroa). Only when I tried to build the power plant into the boat did I understand the problems I faced.

The Sillette although named "cat-drive" and could be tilted up when not in use, could do it for only 67 degrees and the manual instructs that the prop should be 40 cm under the water. My leg was the longest 1.2 meter axle to axle, my bridge deck is (was) 0.8 meter above the water, I put it all on the drawing board and it is obvious that the prop never leave the water. Now the Yanmar manual says that maximum tilt for the engine is 8 degrees. Well, it takes some drawing to arrive at the solution.

I build an engine mount tray that is hinged at the front and hung from the aft beam the forward part of the tray is 94-litter fuel tank. The whole thing is moving up and down some 10-degree which made 17 cm at the leg, 10-degree plus 67 made for almost right angel movement for the leg. I shortened the leg by taking out the 40cm middle section, unfortunately I had to buy another shaft for the leg because the shaft come in one part. One handle with 4 rope attached to it controls everything. The leg is connected to the rudder so I must take care to pre-



vent side forces from acting on the tray hinges this was achieved with a somewhat complicate rig that surprisingly enough work as expected. This mechanism is build of two horizontal shafts the lower one have two 20 cm pulley and a H frame connected to the outside at a radius of 8.5 cm. The H frame is connected at the other side down to the engine tray. Half a turn of the shaft will move the engine up or down 17cm. The rig is very stiff for lateral movement. When raised the H frame pass beyond the shaft axle and is stuck at dead point. When lowered the engine weight is supported by the H frame. The shaft, and the ropes that are used to operated it are not carry any load at both ends.



In order to release the dead point a quadrant is connected to one of the pulleys and another quadrant, with a handle pull a rope that start the turning of the shaft. At this point the two ropes that connected at one end to the pulley and pass through two one way blocks at the engine tray, go up and connect to the second shaft that are above the first one. This second shaft has a short handle. Four ropes are connected to the upper shaft, 3 turn to one direction, 2 carry the engine and one via another one way block rise the leg, the fourth rope turn in the opposite direction and tighten the leg in lower position for the water. The one way block make lowering the system much easier. The whole thing with fuel weight 290 kg. The handle is only 22 cm and works very easily.

When I bought the engine it had a propeller of 14/10 inch and I thought that as it came from a Tangaroa and Raka is much lighter and slender boat it will be much better for us. To my surprise even though speed was acceptable 6 knots sometime even more, the engine never revved at more then 2200 RPM and at about 2000 it started to emit ugly black smoke. I was worried about overloading the engine so I cut one inch from the prop' diameter. RPM before smoke rose to 2400, but the recommended continual revs in the manual are 3400 so I ordered a new prop' of 13/9. Rpm rose significantly and I have to bring a tachometer to see by how much. Speed did not change but after returning from a 2 weeks spring cruise, in 58 hours motoring fuel consumption had improved a little even though we ran in much higher RPM.

The big drawback of the new prop is that now we have to work with much higher revs while manoeuvring and the side effect of the prop is much more dominant - I never really noticed it before. Another drawback—or down- is weight. While the weight of the Yanmar is 104 Kg the Sillette is 58 Kg and is hung further aft, the result being that the rudders are 20 cm down.

My recent work with the engine is to try to silence it as much as possible. When we used the outboard the noise was more high pitch and more annoying, the Yanmar noise is a lower pitch and acceptable but still conversation in the cockpit is not easy, and outside call is unintelligible. Unfortunately noise insulation may prove to be more complicated than anything we have done so far.

The reasons are: first the fact that the whole thing move up and dawn and second the fact that engine bed and fuel tank are one piece of thin aluminium and though I try to avoid flat surfaces the whole thing vibrates and sings. For some time I try to make a drawing of the engine tray and control mechanism but I must confess that there is not enough details in this sketch to understand it properly.

Yours Yoav.

[Raka can also be seen in Sea People 25, December 1995- Ed.]

TIKI 30 ~ ARIN

Nick and Annie Harris report on their TIKI 30 build project

"Arin" had her first, let us hope her last, accident. She was not even built yet and a swimming pool's worth of water, contained in what was the roof of the "shed" in which she was built, fell on her half built sides. Two bulkheads broke, snapped off where the crawl through to the fore and aft cabins go. All repairable, so not a total disaster.

After buying your plans, plan carefully where to build your cat. Plan even more carefully the construction of your building in which to build. I use the word "shed" loosely. We have a 2Oft x 33ft garden to our home. Lucky! Find out if your local council have any restrictions on what you can or cannot put in your garden. We had already put up our tent, for tent it is, when we were told that we would need planning permission. It costs.

We are still waiting their decision. But we still have 6 months in which to appeal when the processes of law start again. So building is continuing.

Our "shed tent" was constructed with much thought and survived the gales in January with minimal damage. However, progress on "Arin" is measured in numbers of tarpaulins used.

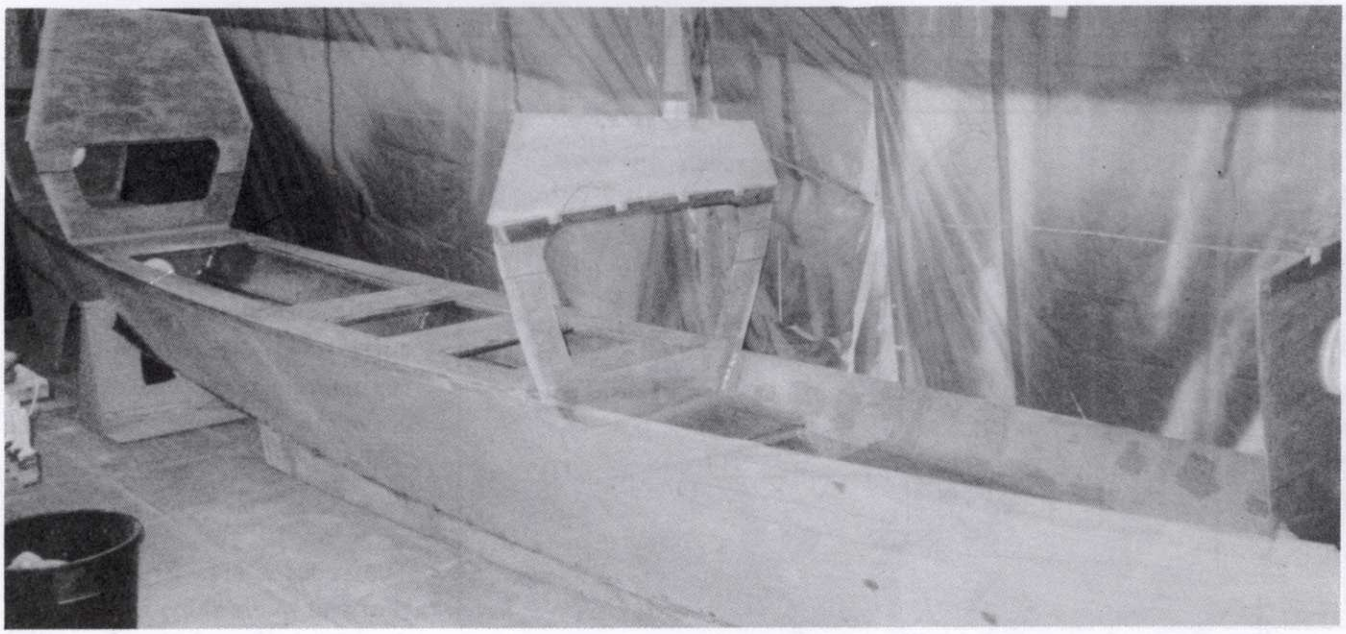
That was April. Today, November, we have our planning permission until the end of April 1999, and we have had no more tarpaulins damaged. Building is continuing. Currently the hulls are upside down. No one warns you about "spoiling" this beautiful boat that you have just spent all your time building. No one tells you about the dust. Wood dust is one thing, inert filler dust, quite another. Rick hired a sander for 2 days. The whole "shed" looked like there had been a snowstorm. Fortunately, or is it unfortunately, it all got cleared up before I got the camera out. But the dust continues.

Rick has some very strong views about "Arin". Having been a petrol head in the past, he has decided to keep "Arin" a Petrol Free Zone, so will be Yuloh powered when not under sail. We do not want gas either so are to have an alcohol burning stove, which should preclude the possibility of explosion.

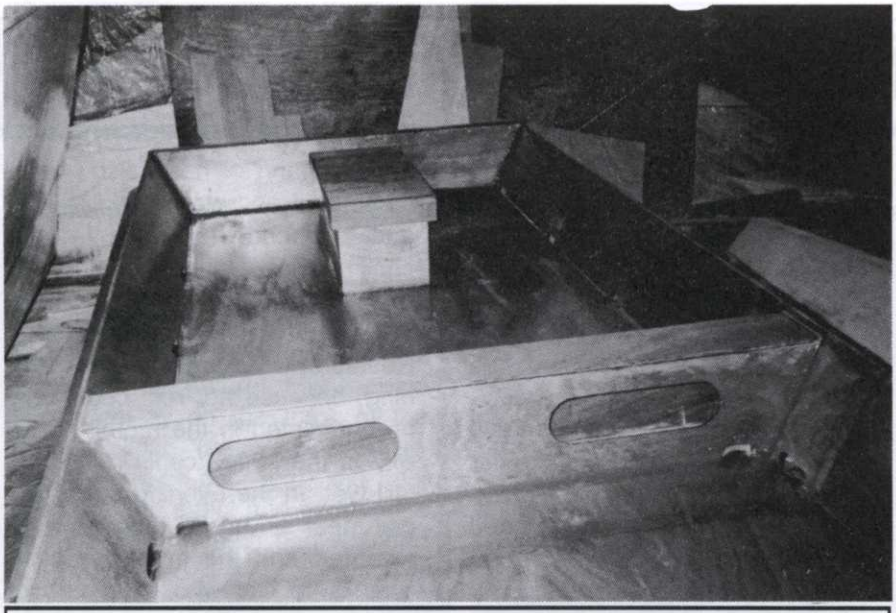
I have just returned from the PCA meet for the eclipse at Southdown M"Arin"a. It was lovely to meet people who I had spoken to on the phone and meet others interested in building boats.

"Arin" is now complete as far as she goes. Rick is now putting finishing touches to the inside, putting up extra shelves, catches oil the hatches, extra strips of wood to attach the nets, etc. He is just about to start shaping the sculling oar which will be our power when not sailing.

The tent came down some time ago. Thank goodness. It was a liability. Flapping all over the place when the wind blew, collecting water when it rained. Now it is gone, no more worries. The frame work for the rest is mostly gone now too. The scaffolding poles came down. What an effort to get them down. We thought they would just roll down the middle beams, We didn't count on the friction. So a lot of pushing and shoving went on all above the boat. We got it all down in the end.



"Arin" has been painted. She is yellow with white cabins and grey beams. Rick used International Perfection 709 two-part polyurethane. She still needs her topcoat



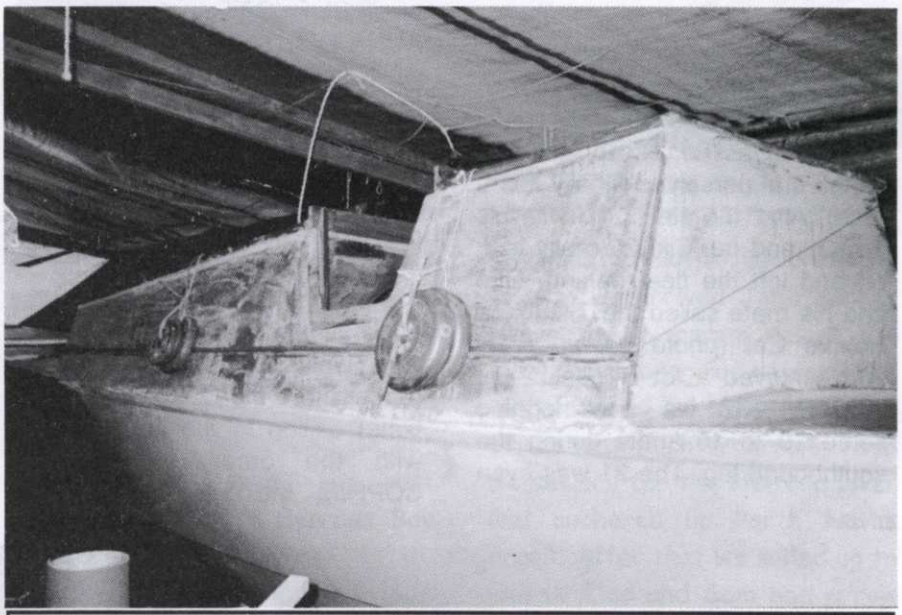
Cockpit with box for Batteries. Note – No engine well.

We still have a lot of equipment to buy. Ropes, watermaker, cooker, to say nothing of wet weather gear etc.

We had fun fitting the cockpit. It was the first time Rick had asked me to help him. He had done everything else on his own, apart from turning the hulls. We had to have several goes at fitting the cockpit, p"Arin"g a bit off here, a bit off there. Now it is a nice snug fit.

of paint on the hulls, boot topping, rubbing strake and of course anti-fouling.

We have used webbing straps and over-centre buckles from English Braids. Rick was going to use rope lashings but decided to give the straps a go. When making his deck blocks he left enough space to get rope through underneath. He has bought a length of extra strap made up. He also bought a length of unmade up strapping in case of wear problems. So one strap can be replaced at a time. He is also going to take enough rope of the right size to use, if the straps give trouble.



Starboard hull with weights holding on seat tracking, whilst curing.

LONDON WINTER MEET

Date: SATURDAY 15 January 2000 (Last Saturday of London, Earls Court Boat Show)
Time: 18.30hrs onwards for socialising, "formalities" at 20.00hrs.
Place: The Albion Public House, 121 Hammersmith Road, West Kensington, London

Corner of Hammersmith Road and Munden Road approx 250 yds west of Olympia on the opposite side.
Back Street parking free after 18.30hrs; local car parks available.
Nearest Underground Stations: Olympia, Barons Court and West Kensington, all within 10 mins. walk; Earls Court 15 - 20 mins. walk.

- A great opportunity to meet other Wharram enthusiasts.
- A talk by Technical Representative from Wessex Resins and Adhesives.
- "Brains Trust" on building and sailing Wharram Catamarans.
- Nice Pub, Good food, Good beer, Private Room, Great Company!

If you would like to come and/or require further details, please contact Dave Barker on 01621 742937,

AUSTRIAN SUMMER MEET 1999

Gerald Winkler reports

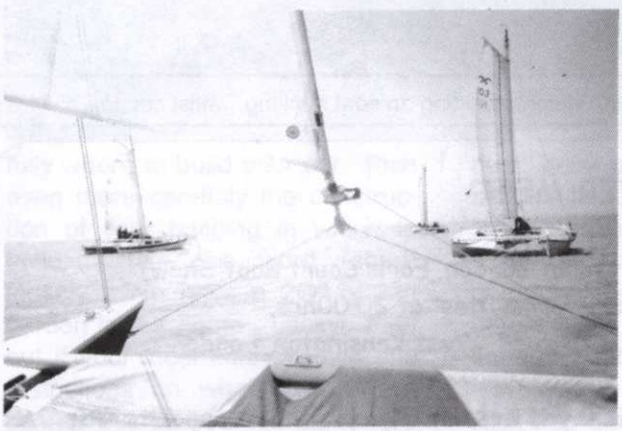
This years summer meet was as good and well attended as last years. We like the program including the overnight anchorage (KANANASKIS with deck tent up was again the hamburger booth), the race (its not really un-serious and its great fun) and the social meet (as last year - new boat means free beer (lots)) and the fleet sail on the last day (relaxing). Two events have to be highlighted:

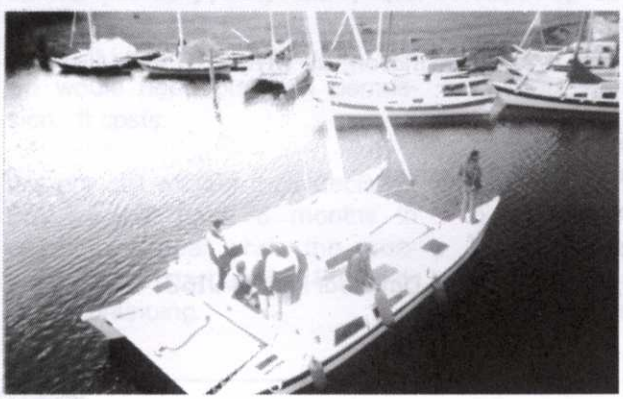
First, the race, it was a ten mile reach and the wind was relatively constant force six. Weather forecast suggested an increase and therefore the boats started a bit under canvassed, except Otto Urbanek and ourselves (finally it is a race). After the start Otto with his Tiki 21 and our Tiki 26 really took off and left the fleet behind. Otto and his mate sailed the Tiki like a Hobbie Cat (*photo bottom right)* and achieved a lot of speed. On KANANASKIS we were logging some 10 to 15 knots during the southbound leg. The 21 was even faster and Otto achieved speeds probably up to 17 knots. In general we always had quite a bit of water in the cockpit and sometimes were hidden in spray, as was Otto.

The highlight of the weekend was definitely the launching of COPYCAT, Cal O'Neils Tiki 30 (*photo bottom left*). Actually she made her maiden voyage to the social meet. She has a centre pod as designed by JWD which provides huge space inside. The boat is really one step bigger as the 26's and still pretty. This got very obvious when COPYCAT was anchored on AURA's (Tiki 26) side. Interesting, while sailing it was difficult to differentiate from some distance between the Tiki 21, 26 and 30, they all have the same lines. With one exception, the shape of the main may have not the slim proportion as the 21 and the 26, as the 30 has a longer gaff. You will ask how she sails, well I guess she sails very well. We saw her always (under more moderate wind conditions) sailing in the leading pack with the other Tikis. ANNA SOPHIE, the Tiki 30 from the Zimmermann's has also been completed and was trailed to Italy and launched there recently. We shall hear soon about her story.

Tiki 21 ANCHIO just made it to Restaurant Harbour in the evening, because her refit could only be completed in the morning. Epoxy of the raised cabin roofs was still wet. In the evening at the social meet all the PCA prizes were awarded and the mud was high. Thanks to Cal who took care of our beer bill.

This year I have added a 35 m2 Blister to the wardrobe of our Tiki 26. It does perform extremely well and can be used on all courses. In case the breeze gets stronger the boats accelerates quite aggressively and the trim changes to the nose (due to the 2m pole we rig from the front cross beam). We plan to trail KANANASKIS next summer to Greece. Most likely we will be sailing between the Ionian Islands – any other Wharram cats in the area?
Best Wishes to all ....see you next year?





ECLIPSE SUMMER MEET ~ A FAMILY HOLIDAY!

Amy Cartwright gives her view of her holidays, spent at the Summer Meet at Millbrook. This year it was a meet to remember, with effects provided by nature! Millbrook in Cornwall lay on the track of the Total Eclipse. (Alas it was a grey cloudy day, but that did not dampen the effect and experience for those who came and watched and wondered.)

Carbeile Mill. Background left is Verity. Foreground is Havaiki.

'Verity', Tiki 21, at the eclipse summer meet.

For the first few days of our holidays we were not able to sail because the wind was too strong, so we helped Martin Grout put up a temporary shelter so he could work on his Tangaroa. His old shelter had been blown down by strong winds. When the wind had died down we sailed out of Plymouth sound and set off for Fowey. We flew across Whitsand bay passing everything in front of us, including a ketch at least twice as big as us. As we were gaining on them, they put up their cruising chute so we put up ours, they then put another cruising chute up on their mizzen but we still blasted past them! Later on the wind died completely so we were forced to be deafened by our outboard (a Seagull). We went out of sight of the Fowey harbour master, round the corner of Pont Pill.

The next day we drifted back to Lantic Bay where there was quite a swell.

Everyone except dad, who said the water was freezing, swam from the boat to the beach. By late afternoon dad who had been on the boat most of the day was getting seasick and rather grumpy so we left and headed back to Fowey.

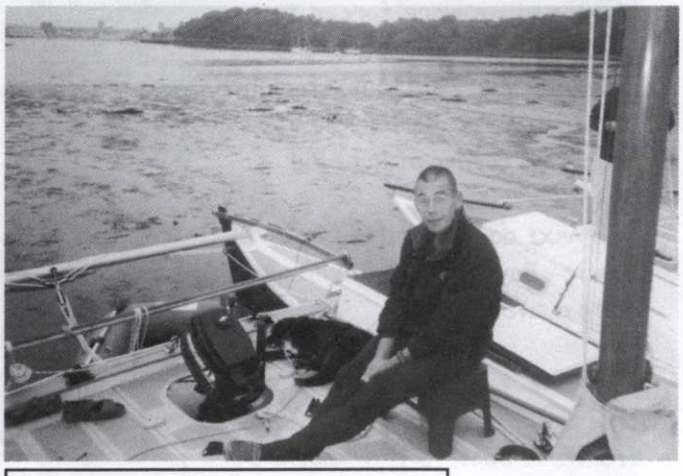
When we got some wind we set sail for St Mawes. The mist came down across Gerrans Bay but fortunately cleared as we were rounding St Anthony Head. After tea we sailed up Restronguet creek to Devoran and just as we arrived John Barker [from the Wharram design office] rowed over for a word. The next morning we went for a cup of tea with Ruth Wharram. Then we set sail for the Helford river and anchored up Porth Navas creek. After that we sailed up to Gweek, Dad and Sam had a row

(Continued on page 16)

Transport, Cartwright style. L to R. Amy, Helen, Sam and Joe

1999 ECLIPSE

Waiting for the tide to recede & the Eclipse to happen



Hello Howard ! (Speight, Tiki 21)

UK SUMMER MEET

Food is served!

Ben Mullett & band

Two shots of John Hobbs recently modified monocoque, bridgedeck Pahi 31

ECLIPSE SUMMER MEET ~ A FAMILY HOLIDAY (Cont'd.)

(Continued from page 13)
around looking at some of the boats.

On our way back to Torpoint we stopped off at Fowey for the night. The following day we decided that because of the conditions it would be too wet to have a comfortable sail back so we went up river instead. When the tide turned we began tacking back down river, when all of a sudden, there was a gigantic bang and the mast came crashing down and landed on dad's head!!!

We took down the sails and tied the mast to one side of the boat and motored back down river. What had happened was the U-bolts which attach the bridle to the bows had sheared [They were undersized, but this was not apparent until they were removed from the stems. -Helen.] Fortunately the chandlers had some more [bigger ones!] so we pulled her up the beach and raised the mast . The harbour master kindly lent us some tools . The following day we arrived at Millbrook in time for the meet and tied alongside Tim's Narai. We had a great bring your own B.B.Q. A few days later we sailed up the Lynher to Dandy Hole where we saw some very unusual birds. We arrived back at Torpoint that evening .

Wednesday was the day of the eclipse. We rafted up along side John Hobb's Pahi 31 'Kasine' and our Hitia 14. The eclipse was strange because although we could not see it for the clouds, gradually the sky darkened then suddenly it became cold and windy. The seagulls thought that it was night time and went home to roost, when it became light again they came back a bit confused. After the eclipse we had a sail, the French family [Bertrand Fercot] were towing a model of their Tiki 46 behind their Hitia 14. On Friday 'Silent Anne', 'Kasine', 'Felix', our Hitia 14 and Tiki 21 'Verity' all sailed around to Cawsand and Kingsand where we had a swim to and from the boats, again dad would not come in because he claimed it was too cold.

Three of the Tiki 21's sailed on the St Johns Pub cruise, John Thornhill was leaving 'Felix' on the ford but moved as soon as we told him he that the road was underneath him! We were having a good time at the pub but had to leave early because of the tide. [The road was already uncovered, it could have been embarrassing for John!] We managed to tack back in the dark, testing the depth with a paddle every few minutes .

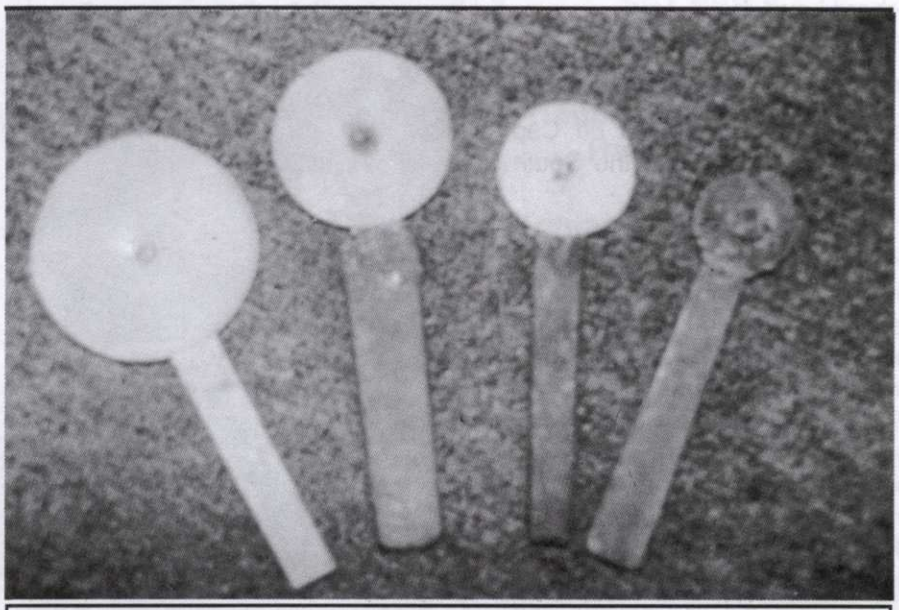
On Saturday we helped Liz prepare some of the B.B.Q food for later that evening. Dave Weinstock spent the afternoon entertaining some of the kids by making P.C.A. hot air balloons and flying kites. The B.B.Q that night was great and everyone enjoyed it, the food and Scott's famous punch was excellent.
The following day we had a sail with 'Verity', both Hitia 14's, the Tiki 30 and John Barker's Surfcat, one of Wharrams early designs. After the meet we sailed up the Lynher past Boating World and came back down to Wacker Quay where we stopped on the mud for the night . While we were settling down for the night someone walked around us , they must have been quiet as we did not hear them but saw the footprints in the mud ! A few days later we sailed to the river Yealm where it was very windy but we sheltered in Cellar bay for a few days and watched the gusts spread themselves across the river mouth . When the wind died down we set off for Salcombe which was really crowded especially by speed boats. We sailed straight into Salcombe past the harbour masters (there were about four of them) and hid around the corner for a few nights. They must have thought that we were day sailors or just mad, five of us on a 21 foot cat. The following day we went to Elender Cove near Salcombe before a long beat back to Torpoint where we took the boat off the water and headed home as we had to get back to school, boring !

By Amy Cartwright , age 12.

(Adrian. After a holiday like that I wouldn't want to go back to work....or school! I wonder what is next year's holiday!)

TIPS, HINTS & GADGETS

Dave Barker with some tips when using epoxy



Epoxy fillet tools.

Cut-down plastic milk cartons make excellent re-usable mixing pots for small quantities of Epoxy Resin.

Filleting tools (as described in Gougeon Brothers Book) made from plastic discs cut from good quality plastic containers. The discs are screwed to simple handles made from scrap plywood.

Peel-Ply. An expensive nylon cloth, impregnated with release agent, that is applied on top of Epoxy/Glass coatings. After the epoxy has cured, the Peel-Ply is simply ripped off, taking all the uneven, lumpy-bumpy , amine-waxy epoxy surface with it, leaving a nice flat surface which requires an absolute minimum of sanding prior to applying further epoxy, paint systems etc. It is not re-usable. Peel-Ply can be left on as long as you wish, protecting the epoxy surface until you are ready.

Peel-Ply must be properly applied in order to achieve good results. Treat it just as if it were a layer of glass cloth – apply it "wet on wet", thoroughly wet it out using a foam roller and ensure that there are no air pockets/white areas. I think that the money, time and trouble invested in buying and using Peel-Ply pays off when set against the time, trouble and health hazards involved in scraping and sanding an epoxy coating.

Peel-Ply is available in wide rolls or narrower "tape" form. The latter can be used, for example, on ply panels which are being coated with epoxy prior to fitting but where epoxy fillets will be required where the panel fits against bulkheads; the Peel-ply tape is applied down the panel where the fillets will be made. It is so much easier to rip off the tape leaving a ready prepared strip for the fillet, than it is to sand a narrow strip without spoiling the epoxy finish adjacent to it.

We now use Peel-Ply for almost every application and the above example we take to its natural conclusion: On the hull panels of our Tiki 38, after dry fitting and trimming, we now coat the "inside" side with epoxy and Peel-Ply the whole panel. When ready, we tear off the Peel-Ply, coat the stringers and bulkhead edges with epoxy as per normal gluing technique simply screw the panel in place and clean up. No need for marking out the stringers and bulkhead positions on the panel and then sanding between the lines. The panel is ready prepared for gluing, filleting, varnishing, painting, whatever. Finally, it is handy to know that having coated and Peel-Plied a surface, it doesn't matter if you then create a dust storm or drip resin everywhere in the workshop - any muck, dirt, drops of resin etc. adhering to the surface will be ripped off with the Peel-Ply.

Peel ply does exactly what it implies...it peels off the surface.

TIKI 26 ~ HELARCTUS

Richard Laux
Helarctus is alive and kicking

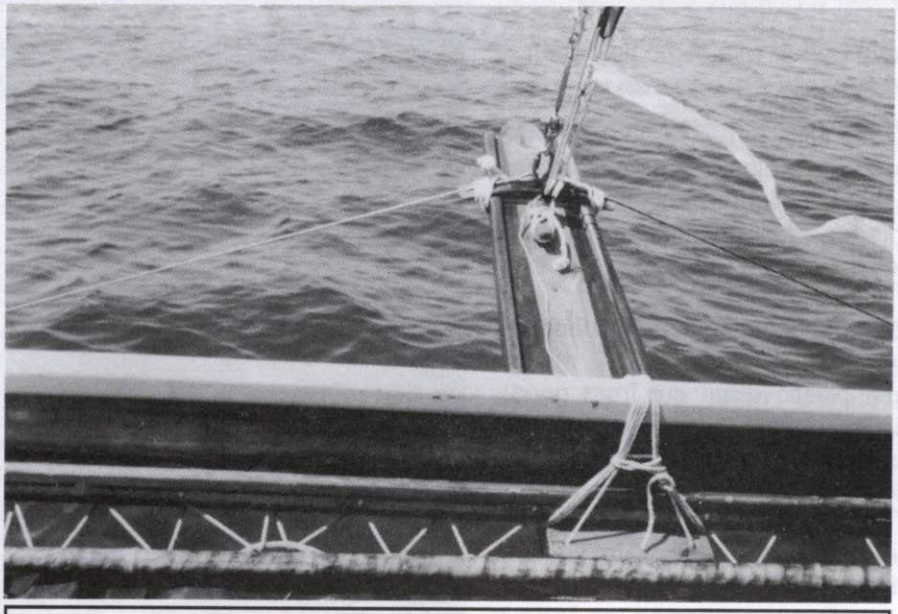
Helarctus is sailing a lot off Cap D'Agde (Longuedoc) in the South of France.

Like so many other Tiki sailors I couldn't resist the temptation of starting on a few modifications. It's part of the fun of owning a Wharram design, it seems. In spring 1998 she had a 1m length added to her (wooden) mast, which for some reason had only been 7.50m long, so the sail can now be hoisted a bit higher for better visibility and more headroom in the cockpit. I find I can set the gaff better too.

The extension was executed by an experienced joiner, so the mast should be all right for another lifetime. The added inconvenience was of course getting the shrouds extended to the appropriate length. I decided to use lashings and leave the rigging screws in place, which made tensioning the shrouds a lot easier. However, it did take some fiddling about until there was an evenly distributed pull on the mast and its rake was, as it should be.

After the first trials reaching in a fresh breeze I noticed that Helarctus now had more weather helm. In fact it was so much that I had a hard time directing her bows back into the mouth of the river which on such occasions grows alarmingly narrow. Well, since I still consider myself a sailing apprentice, I am not quite sure whether this is due to the centre of effort that moved aft, or because waves and wind just drove the boat's stem sideways. Perhaps there's still too much rake. Needless to say that we'd taken in a reef. Anyway, it was a breath-taking experience booming along at 14 knots...

Another feature that I find facilitates working the jib is a kind of bowsprit. It is a very substantial piece of wood, lashed to the front beam. It made fitting a two-part tackle to tighten the Jib's luff more effective and adds to safety. Next spring I'll also add some triangular shaped netting to the space between the front beam and the bowsprit.

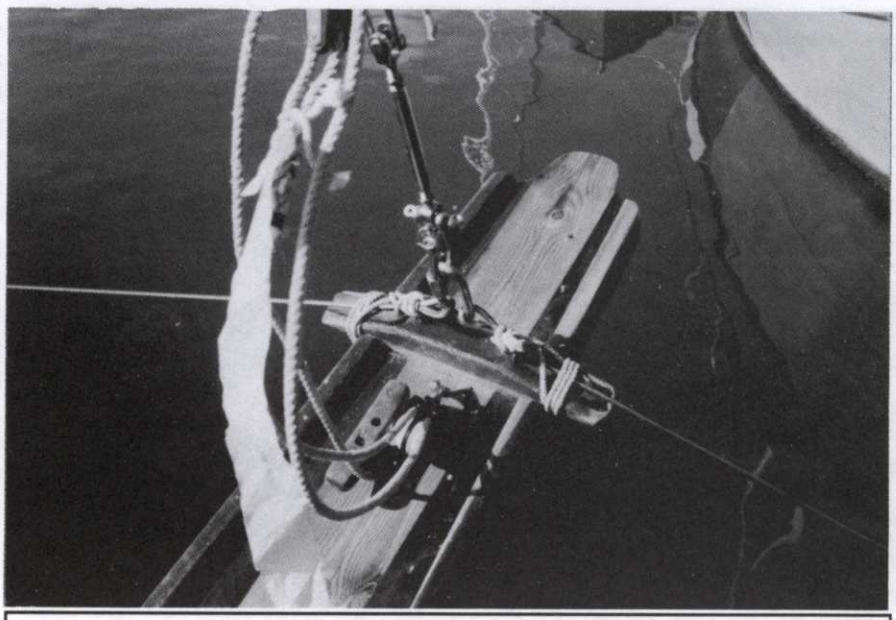


The bow sprit, lashed to the forward beam and supported by the bridle/forestay

Meanwhile, I have been lucky enough to get a mooring space on the river Herault that flows through Agde. Although rather inexpensive, it is not a good idea to leave the boat on this river during the winter. So I kept a good look out for a possibility of taking the boat out of the water in one piece and leave it on land.

I soon found a slip under a bridge and a fenced-in property three hundred meters nearby. The property is guarded by three vicious looking dogs and after some chatting to the owner I got permission to leave Helarctus there. I reckon she'll be as safe as houses in that spot.

I'm still using the original trailer.



Close up of the bow sprit arrangement.

The alterations necessary for this kind of launching and retrieving system simply involved four removable arms with rollers on them. Having decided that I should be based on the river in Agde and do all my sailing from there, I am now able to launch Helarctus within half an hour because she doesn't have to b assembled. Besides, I can do all kinds of maintenance jobs there, because there is electricity and water.

I'm looking forward to sailing in the Balearic Islands in the summer

DITTY BAG

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Contact Dave Weinstock
0585 845529

TIKI 21 ~ MODIFICATION

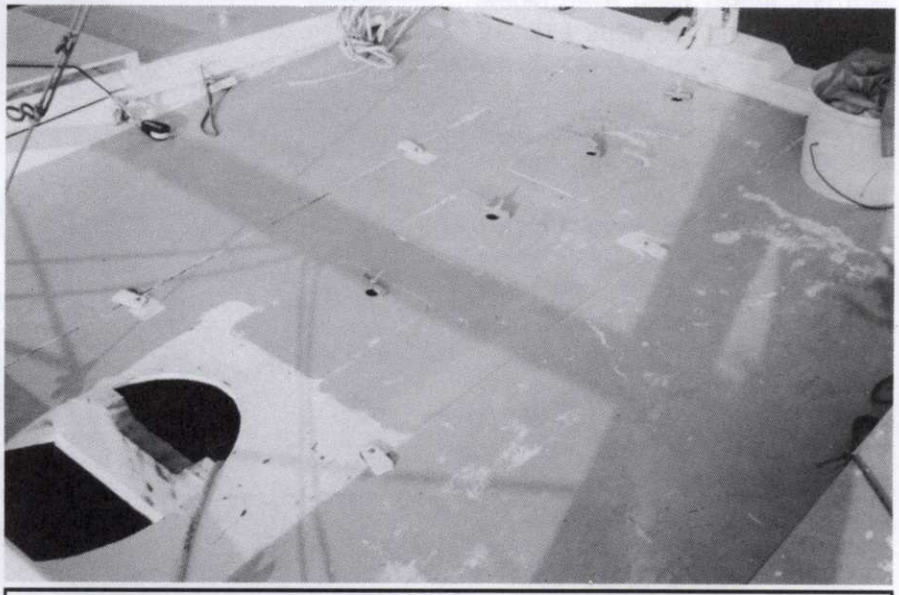
Ken Hook on compass mounting

Where to place your compass on your Tiki21? My solution is: first box in the whole centre deck.

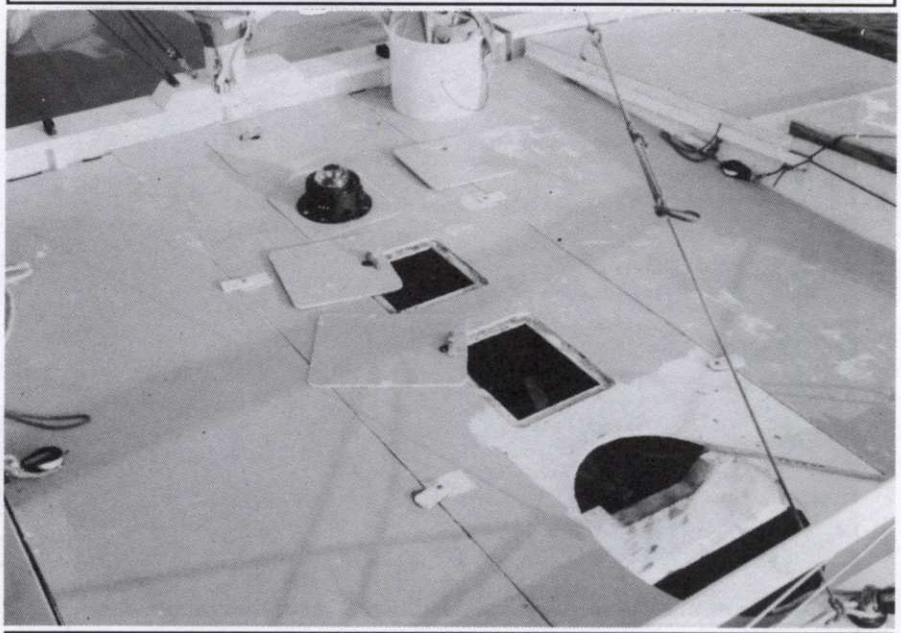
Fit a complete floor between the webs rather than just a deflection plate for the transom shown in the plans. There are four pieces of Douglas Fir (25mm x 12mm) across for strength with drain holes in front of each. Then fit some hatches in the top with elastic and toggles so you don't lose them. This provides quite a lot of stowage on deck but of course it will get wet. I keep mooring warps, boat hook, sail ties and the mast foot gaiter in here. The compass is mounted on a duplicate hatch cover.

The compass is the type used on dinghies such as Lasers and I generally use the offset marks just as in a dinghy. The two offset values can be set on counters on either side of the compass.

Another thing I keep here is a wedge to use with the outboard. I changed to a new outboard (Yamaha to Johnson) and one thing I didn't check was the transom angle. The Johnson 4 doesn't fit on a vertical transom. The wedge is on a lanyard so I don't lose it or need three hands when I lift the engine out.



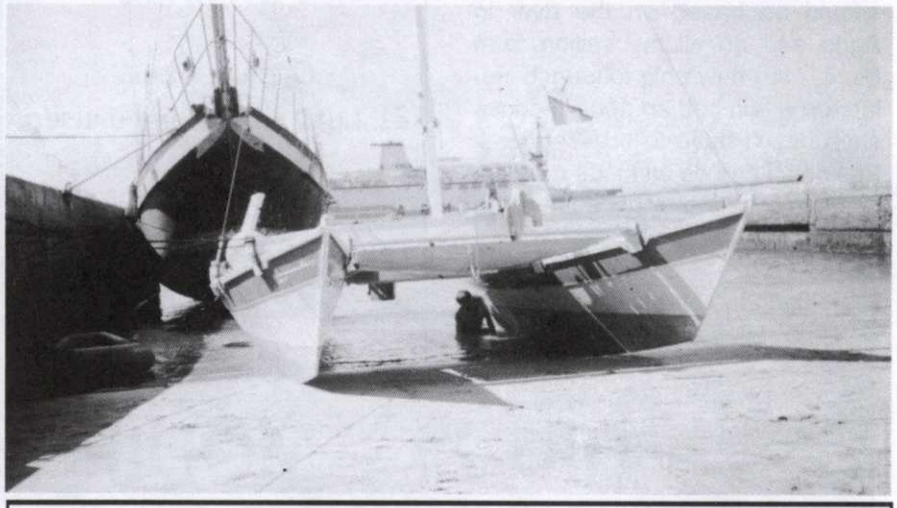
The cockpit with all the hatches in place. To the left is the engine transom



The compass can be seen on the forward hatch

TIKI 26 ~ BICAP

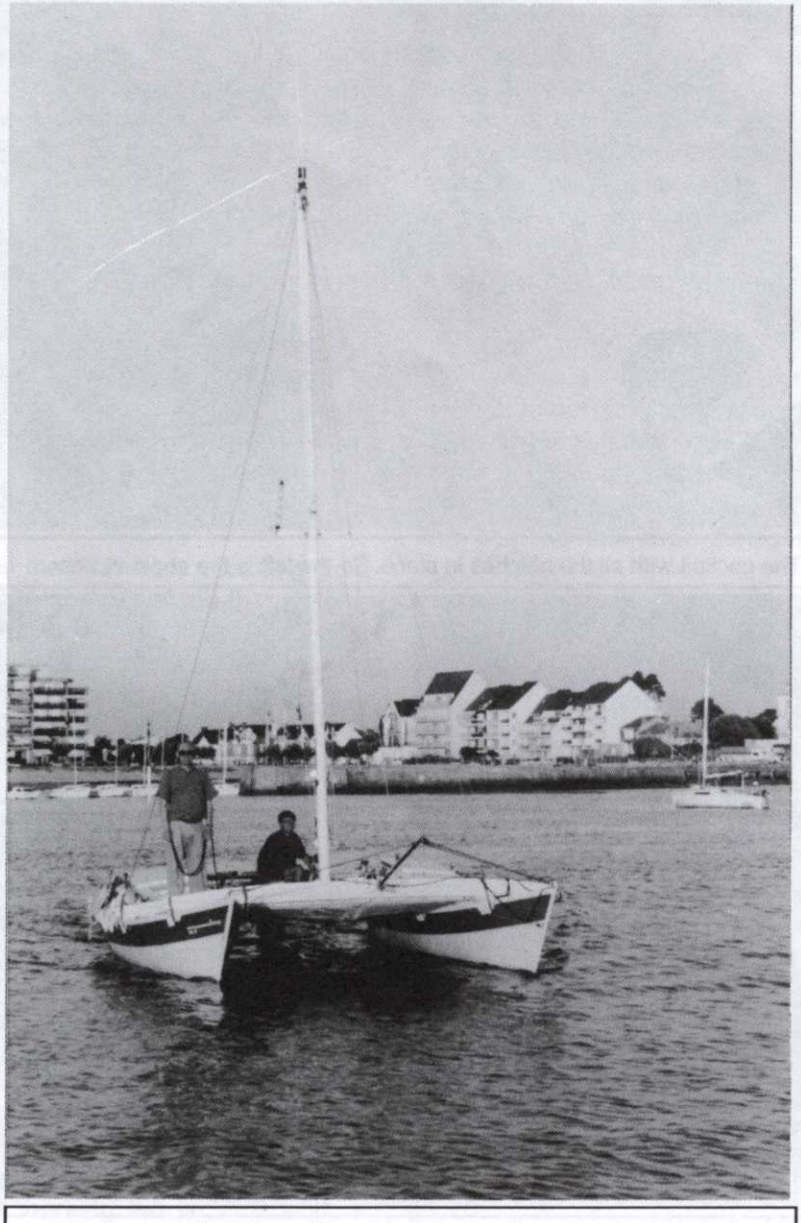
Nicolas Vivier comes back from a one year circuit of the North Atlantic circuit. This short report speaks volumes of both the Tiki 26 and his capabilities.



Bicap ashore at Fueteventura for cleaning the hulls. Angelo is working!

Here are some news of my trip around north Atlantic from June 98 to June 99. I've bought my Tiki 26 "Bicap" from her builders Angelo Monteferri and his friend "Nemo" near Roma, Italy where I was then living. From there I sailed to Toulon in France where we carried "Bicap" on a truck to bring her to Brittany where my family lives. I stayed there 2 months, sailing only from Pomichet to Camaret and preparing the trip.

We left Camaret the 16th of August with my two sisters and me on board. Gulf of Biscay was very kind with us, so we arrived easily in Cerdeira, north west of Spain after having fished our first nice tuna.



Nicolas and his father at Pornichet, before the adventure started.

I sailed along the coast of Spain and Portugal and arrived in Seixal near Lisboa in the beginning of September. A lot of cruising boats were trapped in Lisboa waiting for better weather. I was too. First time I set sails for Madeira the weather got worst and I had to come back to Lisboa after 3 nights at sea and my jib ripped. Ten days later I left again and arrived in Porto Santo (Madeira) 5 days later. It was my first overnight navigation single-handed. I was quiet happy! There I've met Malcolm, a PCA member sailing on a cat. From Madeira I went to Canaries Islands with a very nice stop in Salvages Islands between.

From Canaries I set sails the 6th December to cross the Atlantic. Although the sea was quiet rough this year it was a easy and quiet fast trip, always downwind. I arrived in French Guyana 3 weeks later. This was the harder job as my bloody outboard was out, there

Reliving the Bastille Day at sea?? Ou est Madame Guillotine

Guadeloupe before the start of the return journey of 45 days.

were strong squalls or no wind and current on this coast is very strong. I moored in Mahury's river and enjoyed very much Guyana.

From there I sailed to the Caribbean, up to Guadeloupe. I had to be back in France in June so I left Guadeloupe at the end of April, heading straight to Pomichet - South Bretagne. It was quite a long crossing far more difficult than the first one, although I had no big trouble with my Tiki. Apart from a lot of variables and light winds I had a few gales, especially 4 days with wind force 7-9. The cat behaved very well though I worried, unnecessarily, about the rudders. I didn't have one but I'm convinced that a Para-anchor would have been useful and that the Tiki 26 could endure heavier weather with it.

I arrived in Pomichet after 45 days at sea and enjoyed a lot finding again family and friends. I've been very happy with this "around the North Atlantic" trip and I believe no other boats could have given me so much for that amount of money.

What I would change to do it again?

- I'd take a very small outboard (3 HP) to use it for boat and dinghy and to store it inside when crossing.
-I'd add small tents on each hull, just to be able to open at sea without getting water inside.
-I'd take an electric autopilot and a bigger solar panel to use sometimes instead of my self-built (and very cheap!) windvane.
-Sure, I forgot a lot of things!

CAT CORNER ~ JUPITER INLET

Gene Perry – Florida reveals the secrets of Jupiter Inlet

JUPITER INLET - 26 57 N. 80 05 W. 12 miles north of Palm Beach (Lake Worth Inlet), approximately 80 miles north of Miami, on the Atlantic Intracoastal Waterway (I.C. W.), Mile 1006 on the chart. (Palm Beach is Mile 1018).

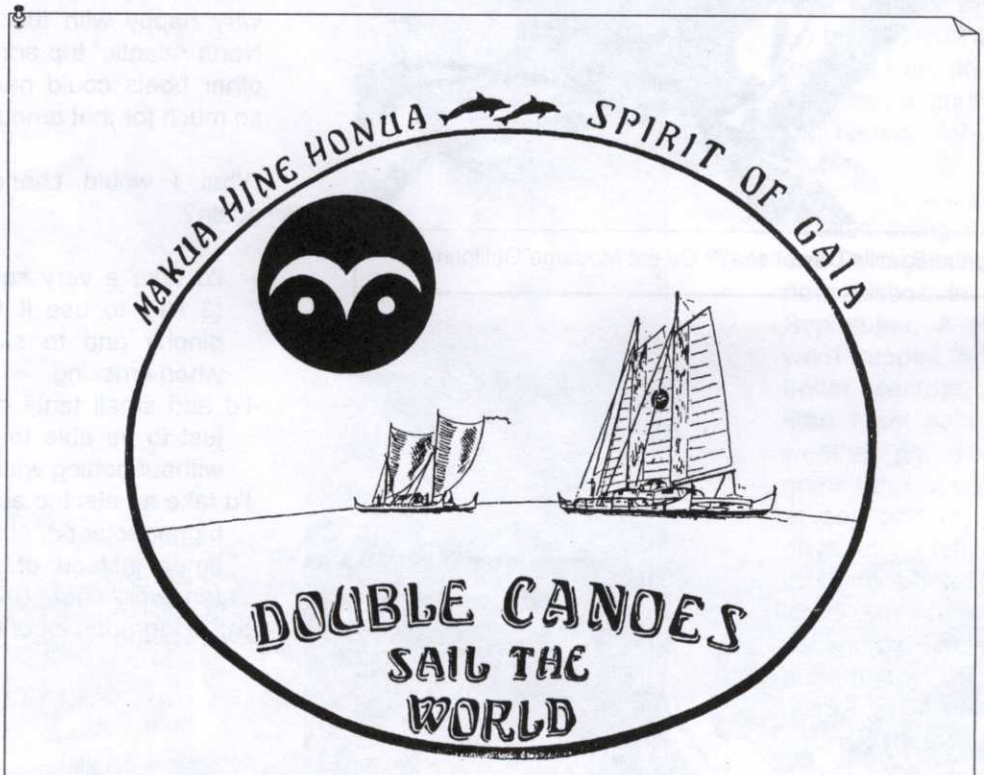
The "Cat Corner" anchorage is within easy walking distance (less than ¼ mile) of all kinds of shopping. There are several marinas close by offering full services. The anchorage is within the Intracoastal Waterway Right of Way and adjacent to a Palm Beach County Public Park called Burt Reynolds Park.

There is no charge to anchor or use of the rest rooms - good water but no showers.

Jupiter Inlet is shallow and susceptible to shoaling but is kept open by the Army Corps of Engineers. It is well marked. It is only dangerous, as any shallow inlet is, with heavy seas and an outgoing tide. Local fishermen and recreational craft heavily use the inlet.

After one clears the Inlet and passes the lighthouse (Jupiter Light), continue West ¼ mile to the drawbridge, known as Jupiter Federal Bridge, at U.S. #1 Highway. The bridge opens on demand (request is better), VHF channels 9 & 16 are monitored. At the centre, Mean High Tide clearance is 26ft. The bridge will also open with the standard One Long and One Short sound, or light, signal. There may be a slight delay during very busy auto traffic hours or for emergency vehicles. They are very co-operative with the water people if they show the same courtesy. Five different policing agencies operate at or near the area at all times plus two towing services. All of them monitor VHF channel 16.

After clearing the bridge going West, the I.C.W. turns South and the Cat Corner is at marker 11 (Green light) on the East (Port) side. The boat ramps become visible just past this marker, so also does "Inseparable", my TIKI 26, if I am there.



T - SHIRTS

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Sizes: M. L and XL £ 12.50 (incl. p&p)

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HUMBER SUMMER MEET 99

July 15th - 20th 1999

Strong sunshine and strong winds made this years meet very social.

Attendance was higher than last year, with about 25 members, family and friends present plus the very hospitable Humbermouth Yacht club members. Some were afloat, some were camping, Jim Muir, now in his 80's, has built no fewer than 5 Wharrams ! The fleet consisted of 4 cats and a mono, Si Belks Hinemoa, Pete Castles Iroquois, Clive Wintles 'Woozle', our Tiki 21 'Verity' and our Hitia 14. The conditions were ideal for the Hitia, i.e. flat water and plenty of wind, which meant she was monopolised by our 14 year old Sam and his cousin Ben.

Saturday evenings bring your own B.B.Q. was a great success and enjoyed by all. Many thanks to Si and the club for their hospitality, we're looking forward to seeing them again next year.

Helen Cartwright.

Two fast Cartwrights, Ben and Sam, on their Hitia 14.

Verity arrives!

NEWS FROM SEA PEOPLE

UK *(ish)*

Mike and Jenny Wynne's update of the cruise down to Gibraltar on their TIKI 26 "Jubilate"

We are about 10 M South of Cadiz in a place called Sancti Petri. We have been here five days and are having great difficulty deciding to leave - particularly as the wind outside is bang on the nose. The entry reminded me of Brittany with leading marks through rocks. Once inside you have the Walton back waters as they must have been in the 1930s.

We have been very well looked after by a local member, Santiago Garcia-Cubillana, who found us in Gibraltar and told us to hop in. You will gather that this is the year of the big drag South. We hope to reach Culatra but the winds have been very contrary. The first 100 M were fine but the Costa del Sol is a real drag.

Gibraltar was better than we expected - keep the monkeys but they have a very fine cave up there. We holed up in Tarifa while a westerly blew and really enjoyed our 3 days at anchor particularly after 6 days in Gibraltar marinas. While in Gibraltar we made the big decision to buy an 8hp engine. We put it off for a long time but finally decided. Luckily we took along a tape measure and discovered it wouldn't fit. Nor would anything else in Gibraltar (haven't tried Honda or Mariner yet) so the Malta soldiers on. Jen loves it and I must admit I was wrong about it. But it won't get us back up the Rhone that's for sure!

The big difference coming out at Gibraltar is TIDES. Forgotten all about them, we had. We celebrated yesterday by putting her on the sand and scrubbing her off. Looks lovely she does. Today we woke up to thick mist and decided to do some more ships work, so we put her on the mud this time and of course the sun came out! But the wind was on the nose so we were glad to spend the day sewing up the stern trampoline that you gave us before we left (Steve & Sandy that is). It's done very well and is very useful for storing safety gear and fenders. About 4ft of stitching had come undone. When I see friends with "proper" boats spending half their time mending diesel engines and stern glands I'm not complaining about the amount of maintenance we have had to do.

Mon 23rd August 1999

Almost a week later and we must have made at least 30nm progress. Cadiz was a lovely place with narrow shady streets but the marina was at the end of a 1 km. concrete strip! 2 days - a visit to town for charts and a lot of washing. Next night we were in Rota but we picked the night of the rock festival. Mistake. The ability of the Spanish to absorb noise never fails to amaze me and of course it is all out in the open air, starts at 11pm and finishes between 4 and 6am. The next night at we spent at Chipiona in a concrete jungle of a marina. Last night we were a few miles up the river that leads to Seville, the Guadalquiver. Jet skiers yesterday (Sunday) but quiet this morning with lots of birds and we have had a couple of brief visits from a family of wild pigs. In an hour or so we will drift up river. The right bank is the boundary of the Donana national park.

But still the winds blow westerly and Portugal seems a bit of a dream we shall see.

USA

Andy Solywoda,
(Ex ORO owner responding to an e-mail query from Scott)

OK! I haven't visited Carlo, I've read about his project in the magazine. He is building a Pahi 42, right? There is a very talented fellow here at the marina in Stamford who has built a trimaran, Tristar, about 39 feet. His original project would have been a Pahi 42, but his wife didn't agree on that. I've been able to look over the complete plans. I wonder if I have it in me to turn out something like that.

There are boats available here, listed in Multihulls magazine usually. I have to finish the Coronado 34 I've been restoring before I get another cat.

The whole time I was on the Oro I spent summers on a free mooring in the harbor and wintered in the marina, very economical. The Coronado stays in the marina year round. I've certainly gone sailing a lot with this boat, and have had some time to evaluate the difference from sailing the cat. The biggest difference is that even with a ketch rig, the 45foot cat could be sailed relatively easily by me alone. The Coronado has a modern fin keel and will turn quite abruptly. It is impossible to leave the helm for very long, sometimes a minute is too long, although like most it will self steer if the wind is steady and the course is to windward. Somehow I met a Swedish girl who grew up in

Finland, who loves sailing, and now I have that extra hand I need. This is a 1 o'clock in the morning,"let's go sailing" kind of lady. We need to get two hulls under our feet. She doesn't like the Coronado's motion in choppy water, the same conditions wouldn't even begin to phase the Oro.

I guess I was lucky to have lasted in the harbor on a mooring for those three years. I had ridden out a few nasty gales, including one only two weeks before I lost her. It's ironic that I saved my vacation till after the hurricane season, and then the boat is lost when I thought it would be safe. One of my ideas was that I was living on the boat just like a cruising sailor who had anchored in the harbor and needed to work ashore to restore the kitty. I rowed to the marina dock every day and my job was in an office complex directly adjacent to the marina. So I didn't even need a car, I rowed in and then went upstairs to the company shower and changed into my work outfit and then went right to work.

My schedule varies as technical support for a 24 hour, 7-day a week satellite transmission facility, so sometimes I'd be rowing at night, sometimes very early in the morning.

One night a storm was building at around midnight. What if I was cruising in the islands somewhere, working ashore, and then a storm brewed up. I'd go to my boat and tend to her at anchor. So that's what I did that night. I might as well find out what it was like to deal with the weather conditions now in my own harbor. Kind of like a training thing. So I changed out of my shore clothes and put on foul weather gear and began rowing into the harbor. The storm was blowing from the North, which is off shore, and it was raining heavily. As I rowed my dinghy out of the marina basin, the gusts of wind began hitting me, but it was too late to turn back already. I began moving along through large choppy waves under wind power alone. I dipped the oars only to keep the dinghy pointed downwind. The rain was driving right into my face, plus when I looked downwind for my boat, there was only darkness, whitecaps, and rain. I realised that I'd better steer this thing close, or I'd be off into the Sound on a wild, perhaps final, ride. Luckily I finally made out the shape of the boat when it was about 200 feet away, and managed to bring the dinghy to the stern to tie up. My usual technique was to tie up to the aft edge of the platform and let the dinghy trail out behind the boat on about 25 feet of painter. As I brought the dinghy under the rearmost beam, the one at the rudders, a large wave crushed me between the dinghy and the beam. The beam was an aluminium mast segment, and still had a couple of tabs and pads on it. Of course one of those was branded into my back. However I was able to tie up and get aboard.

Conditions were nasty and I was worried about my new hatches on the cabins. After I made new cabin tops, I used plastic sheet and a line to cover the hatch opening until I made the hatches. The hatch openings were inboard facing and ordinary shape. The hatches were like clamshells with hinges holding the vertical hatch to the horizontal hatch. But I hadn't installed the hinges yet, and the hatches were just laying there on the hatch openings with no hinges or latches. There they were in place, in a gale. I carefully went down into the cabin to go to sleep. It was about 1 in the morning. The noise in the rigging and the waves crashing around the hulls didn't keep me from dozing right off. However, I woke a while later with the need to relieve myself, which was a good opportunity to check out the condition topside. As I took care of business, I saw something spinning off in the wind like a Frisbee. It was my hatch cover from the top of the cabin. Apparently opening the bottom part of the hatch had changed the air pressure on the top part and now it had taken off. I jumped into the dinghy to try to save my new laboriously constructed hatch. I was wearing only a jacket. I followed the spinning hatch and then watched it fall into the water, then sink in the whitecaps. Whoops! Now I found myself quite a bit downwind having to row back toward the boat. I rowed like mad, but there wasn't much progress. I began to think; what if I became exhausted before I could make it back. I'd drift out into the Sound with the wind, capsize, die of hypothermia, and then be found on some beach dressed in only a jacket! But I made it back, then had to try to sleep with the rain pouring in through the open hatch. I put everything that could be ruined out of the path of the incoming rain. When I woke in the morning it was a nice sunny day as if nothing had happened. It took about a half day to make another hatch.

That's all for now, guess I got going there.
Fair winds,
Andy Solywoda

News from Seapeople cont.

From David Santos in GUAM

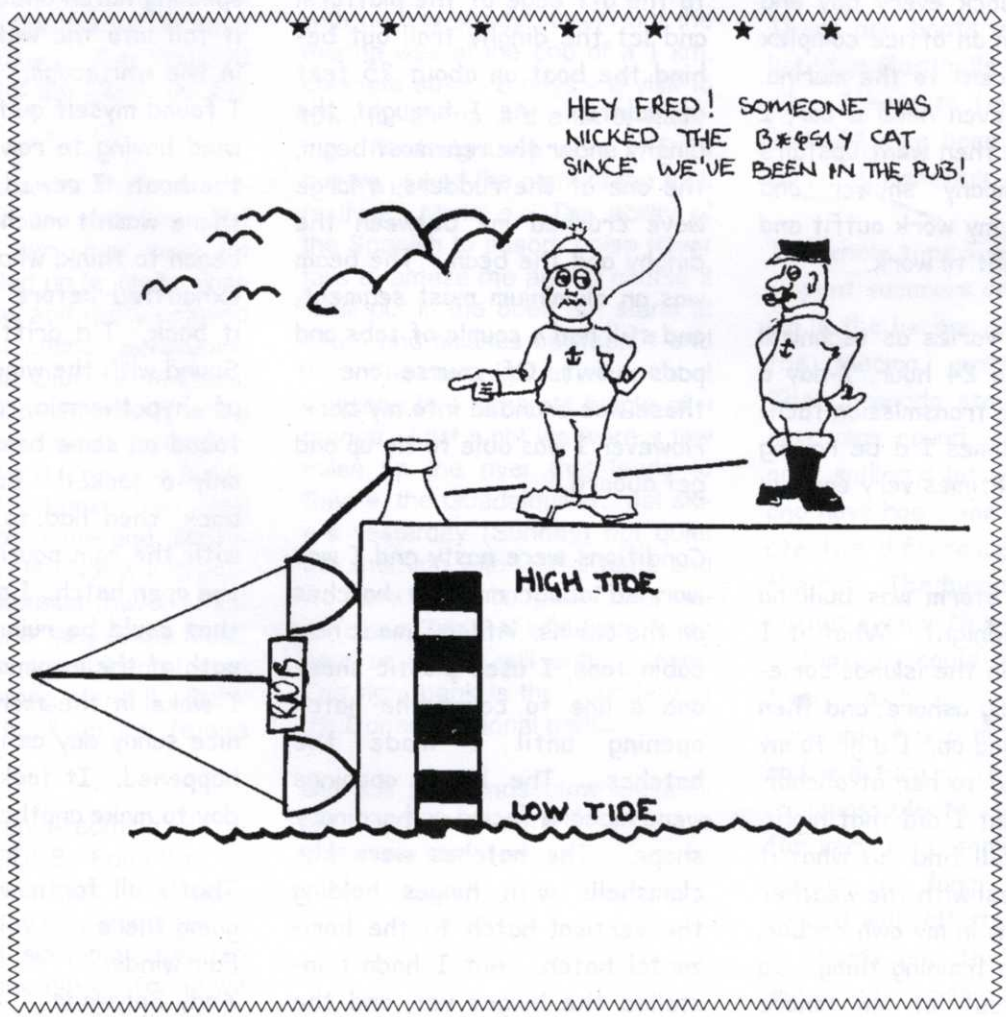
I have a few questions that I hope members can comment on.

We're half way through a circumnavigation, 5 years out of Florida, USA where we built "Blue Moon", a 42' Narai MK IV. She is cutter rigged. A long time cruising man, this is my third yacht, and I am very happy with the Narai.

- ❑I wish to fit a roller jib and wonder if the flexible nature of the boat and relatively slack rigging, when compared to a monohull with turnbuckles, is a problem for the headstay foil?
- ❑Any suggestions for getting really tight fore and back - stays with lanyards?
- ❑I have built a simple vane steering of direct connected blade to trim tab - which acts as one rudder. It works pretty well, but I find I need to heavily subdue the tiller with multiple turns of shock cord. Question is do other Wharram owners with wind vanes have similar problems? I am thinking that the extra action of the tillers is due to wave action on the rudders being so close to the surface action, or could this be an overly powerful vane/lack of feed back? We hand steered our previous 2 yachts all over and this one down to New Zealand, so we only have the experience with the self steering gear for several thousand miles and haven't really figured it all out. We're here in Guam for a spell and a good time to modify things - perhaps. Any suggestions?
- ❑2nd wind vane question: Wharram Designs say several people disconnect the tiller bar. The vane steers one rudder and the other trims out weather helm. Has any one any experience with that?
- ❑Lost track of Bill Timkey (former PCA member) on 34' Tangaroa MKIV, "Mau". Seem to remember him as a short guy, beard, ex British Navy, wild man, renowned for his rendition of "The Cycling? Song". He was last seen in New Zealand. Has anyone got a UK address for him?
- ❑We plan to visit Falmouth on this cruise - I know that England can be crowded. I have the river and harbour chart. Is it best or feasible to anchor up river? What about other PCA people in the area?

Can anyone help with any of the above?

(Reply via PCA office marked "Santos")



TIPS HINTS GADGETS?

Keep your epoxy warm.....

Quote from the "West System Technical Manual" .....

"WEST SYSTEM Resin, Hardeners ..... should be stored in a warm dry environment out of direct sunlight where a temperature of between 10deg. C and 30deg. C can be maintained....."

Quote from a PCA builder.....

"Hmmm. That rules out the shed, greenhouse and attic, I guess we'll just have to keep it under the stairs! Perhaps the next batch can be supplied in a yellow and orange drum? Its either that or blue wallpaper! Still, never mind, it's a great conversation piece."

The Drum. The stairs. The walls. The carpet??

Colourful Rays

Member Ray Kempthorne makes potable stained glass in copper wire and traditional leaded frames. Each piece is hand crafted in Cornwall, England, from hand made glass in a wide range of transparent, semi-opaque, Vaseline & iridescent hues.

Copper wire frames combined with copper foil mounts allow for intricate detail, and the finished product can be hung in a window or sunny spot using a single strand of copper wire.

If you're able to visit Millbrook to view Rays work ring him on 01752 822322 or goto www.2vu.com/colourful.rays

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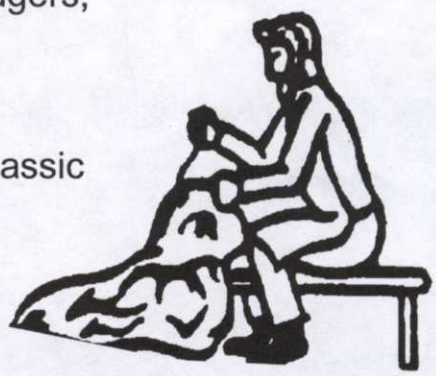

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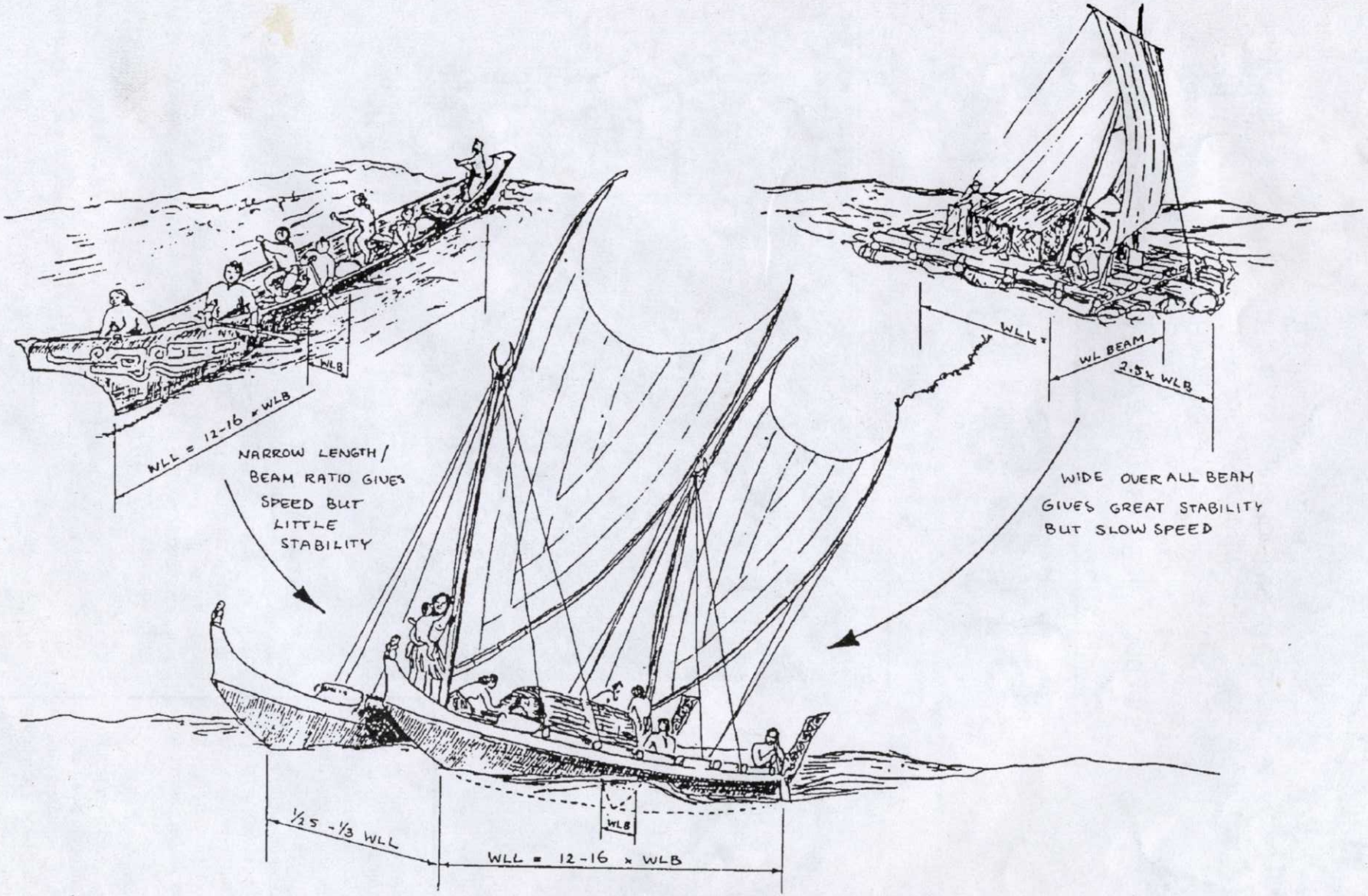
WLB
WLL = 12-16 x WLB
NARROW LENGTH / BEAM RATIO GIVES SPEED BUT LITTLE STABILITY
WLL =
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WIDE OVERALL BEAM GIVES GREAT STABILITY BUT SLOW SPEED
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